

AMENDMENTS TO THE CLAIMS

The listing below of the claims presents in amended form claims 1 through 3 that were approved and accepted in the international phase of the corresponding PCT application. The following claims replace all prior versions and listings of claims in the present application:

Listing of Claims:

Claim 1 (currently amended): An arrangement for connecting ~~the outer~~ an outermost end (10) of a telescopically extendable passenger bridge (4) to a door located on an aircraft body, wherein the door (A3-A5; ~~A8, A9~~) is located on one side of the aircraft and ~~sternwards~~ aft of an aircraft wing (6), ~~wherein the~~ , said arrangement comprising: an inner part (7) of the passenger bridge is connected to a terminal building (8) via a rotunda (9), ~~wherein the~~ ; an outer part (10) of the passenger bridge (4) ~~carries~~ including a cabin (5) ~~intended~~ for connection to the aircraft at an aircraft door, ~~said passenger bridge (4) being made mobile with the aid of a~~ ; drive means (8) ~~which rests against an airport hardstanding (11) via wheels (13, 14), and wherein the passenger bridge (4) includes telescopic part (12-15), where the drive means (12) is situated~~ having wheels for moving the bridge and positioned at the an outer end of the inner part (7) of the passenger bridge (4), ~~characterised in that~~ ; wherein the rotunda (9) is supported by a ground-mounted vertical pillar (25) which includes a lifting device, ~~such as an hydraulic piston-cylinder device, adapted to change the length of the pillar and therewith~~ thereby displace the rotunda (9) in a vertical direction, ~~in that~~ and wherein the inner part (7) of the passenger bridge is hinged to the rotunda (9) so that

said inner part (7) can be swung in a vertical plane; ~~in that the arrangement includes~~ lifting means at the drive means (12) and at the rotunda for varying the a vertical position of the inner part (7) of the passenger bridge ~~in that~~ and for swinging the outer part (10) of the bridge ~~can be swung~~ in a vertical plane relative to the inner part (7) of said bridge; ~~in that~~ whereby subsequent to an aircraft being parked for connection to the passenger bridge (4), the drive means (12) ~~functions to move~~ moves the passenger bridge (4) from a parking position to a docking position, ~~where~~ wherein the height of the inner part (7) of the passenger bridge is adjusted and ~~where~~ wherein the drive means (12) is positioned close to the a leading edge of the aircraft wing (6) while the inner part (7) of said bridge is telescoped; ~~in that~~ telescopically extended; including means for pivoting the outer part (10) of the bridge ~~is adapted to be then swung downwards under the influence of a force generating device (23) relative to the inner part, and is telescoped by drive means~~ means for telescopically extending the outer part to an end position ~~in~~ at which the cabin (5) ~~can be~~ is docked adjacent to a passenger door in the aircraft body.

Claim 2 (currently amended): An arrangement according to claim 1, ~~characterised in that~~ wherein the inner part (7) of the passenger bridge (4) and the outer part (10) of said bridge are adapted moved to take a vertical position ~~in~~ at which the passenger bridge (4) can pass freely over the an upper side surface of the wing (6) prior to the bridge (4) being moved ~~in~~ over an aircraft the wing (6) and also after the bridge (4) has been passed ~~in~~ moved over the wing.

Claim 3 (currently amended): An arrangement according to claim 1 ~~or 2~~, characterised in that wherein the outer part (10) of the passenger bridge is hinged to the inner part (7) of the bridge; and ~~in that the arrangement includes~~ including force generating means (23) ~~which enables~~ for varying the vertical position of the outer part (10) of the bridge ~~to be varied~~ and which acts between the an outer part of the inner bridge part (7) and the an inner part of the outer bridge part (10).

What is claimed is: